



TRANSPORTATION GOVERNANCE AND FUNDING TASK FORCE

MAY 16, 2017





WHAT IS THE NATURE OF THE OPPORTUNITY THAT
BRINGS US TOGETHER?





NOW WE ARE AT ANOTHER CROSSROADS —

A CHOICE AND OPPORTUNITY FOR OUR FUTURES



SO, BACK TO THE
QUESTION:

WHAT IS THE
NATURE OF THE
PROBLEM THAT
BRINGS US
TOGETHER?

THE ANSWER IS INDIVIDUAL:

> IT IS IN THE EYE OF THE
BEHOLDER.

> WHAT SOME MAY NOW SEE
AS A PROBLEM, OTHERS SEE AS
LIFESTYLE, GROWTH,
EMPLOYMENT, &
OPPORTUNITY



WHAT ARE WE FACING HERE IN UTAH?

THE BLESSINGS OF LOCATION, QUALITY OF LIFE, SOLID ECONOMY, BEAUTY, AND AN EVER-GROWING POPULATION DUE TO AVAILABLE JOBS AND NATURAL INCREASE

- Most of the world's population are crowded into major cities.
- Not yet in Utah, but **is the state heading that way along the Wasatch Front?**

HOW DO WE PRESERVE THE LIFESTYLE, VALUES, HERITAGE, & FREEDOM TO MOVE AS POPULATION GROWS, TECHNOLOGY CHANGES, RESIDENTIAL PREFERENCES ALTER, NEEDS CHANGE, & QUALITY OF LABOR AND EMPLOYMENT OPTIONS MODIFY?



WE PROJECT UTAH'S POPULATION TO DOUBLE BY 2050

WHERE WILL WE LIVE?
HOW WILL WE MOVE?
HOW WILL WE
INTERACT?

WHAT JOBS IN 2050
WILL BE AT HOME VS.
THE OFFICE VS. REMOTE
VS. ???

WHO WILL MAKE THESE
DECISIONS? US? THEM?
THE GOVERNMENT?

WHAT IS THE IMPACT
OF THESE & OTHER
DECISIONS ON SOCIETY
& ON OUR SOCIAL
COMPACT?



WE KNOW AIR QUALITY IS AN ISSUE

WE LIVE IN A BEAUTIFUL BOWL

AIR QUALITY HAS BEEN AN ISSUE FROM PIONEER TIMES & EVEN BEFORE.
THERE WILL ALWAYS BE INVERSIONS, WHETHER PEOPLE ARE HERE OR NOT.

TO CONTINUE WITH THIS EXTENDED PREAMBLE

WHY ARE WE HERE

WHAT ARE WE TO ACCOMPLISH

WHAT IS THE OPPORTUNITY



TO BORROW LIBERALLY FROM INVESTIGATIVE RESEARCH METHODOLOGY...

THE QUESTIONS TO ADDRESS OVER THE NEXT SEVERAL MONTHS INCLUDE:

- Why are we here?
- Where are we going?
- What are we to do?
- When will it be done?
- How will we do it?

WHO?

- All of us at the table, staff, the public, and all who chose to participate to support us in this task force

WHAT?

- Our challenge and mission are to learn from and build upon the lessons and systems of the past-- successes and failures--and create a system for transportation coordination, funding, governance, and mobility to accommodate our state and its variety of needs for the next 20-40 years.

WHERE?

- Here in this task force, in the subcommittees, and wherever needed

WHY?

- Because each of us volunteered to lay behind personal biases, turf, and positions to craft a vision for Utah's future

Our SIMPLE task is to figure out how to enable all these people to move without additional delays 40 years from now!

HOW?

- Well, that's why we're here! To figure out the HOW!

I submit that it's time to roll up our sleeves, build upon the past, learn from existing scenarios, look forward, and move!

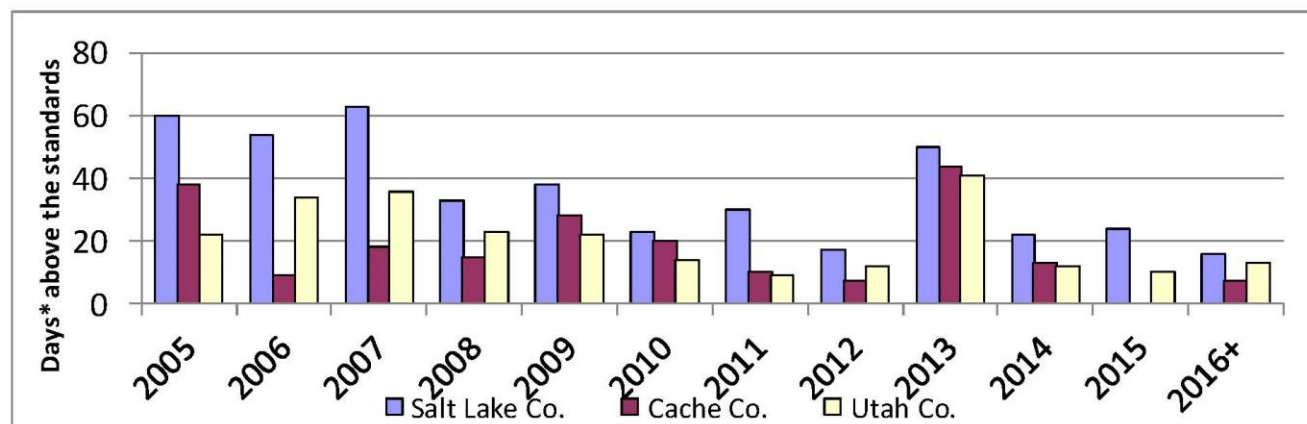
ALMOST IN CONCLUSION, LET'S LOOK AT A FEW STATISTICS

- We had a good trolley system for decades in the Salt Lake City area.
- We had a reliable interurban train system for decades on the Wasatch Front.
- We have an admired, funded, responsive highway transportation system.
- We have a UTA-operated Wasatch Front multi-modal transit system that has experienced rapid growth and internal problems and has divergent levels of support.
- We have a major regional hub and an expanding, redeveloping international airport that is undergoing significant, costly, and needed expansion with increased costs and overruns.
- We have regional airports that serve the growing needs of passengers, and other airports that serve local and private commuting needs.
- We have active recreation systems that are being maintained and expanded

ACCORDING TO THE DEPARTMENT OF ENVIRONMENTAL QUALITY ...

OVER THE LAST 12-15 YEARS, THE NUMBER OF DAYS OUT OF COMPLIANCE WITH EXISTING OR PROPOSED FEDERAL AIR QUALITY STANDARDS HAS BEEN GOING DOWN

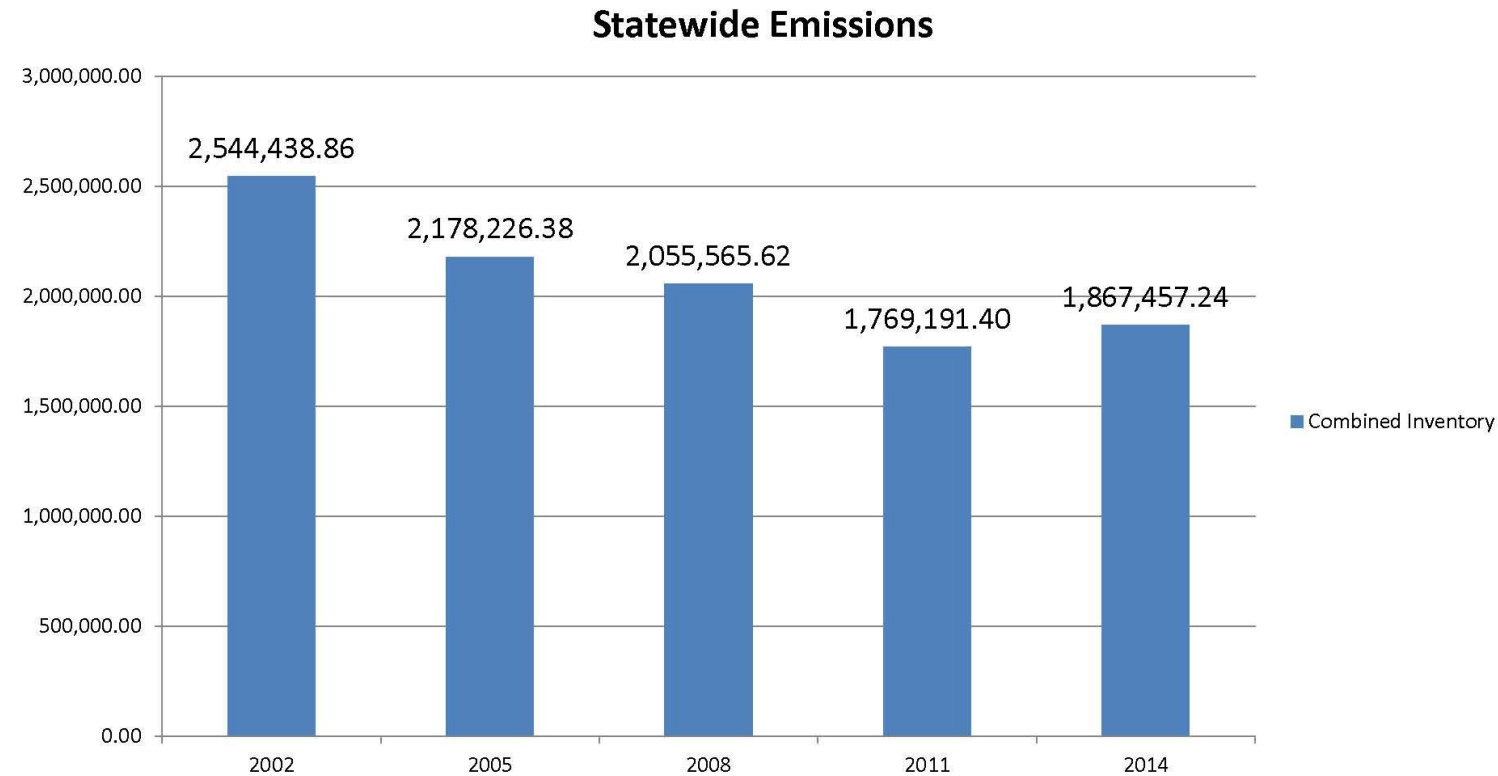
Number of Days That Are and Those That Would Have Been Above the
Current Federal Standards
Salt Lake, Cache, and Utah County Areas



* Days with monitored values above the level of the **current** National Ambient Air Quality Standards combined for PM2.5 and ozone (PM2.5 standard revised in 2006, ozone standard revised in 2015) + pending final quality assurance

TONS OF EMISSIONS HAS BEEN GOING DOWN

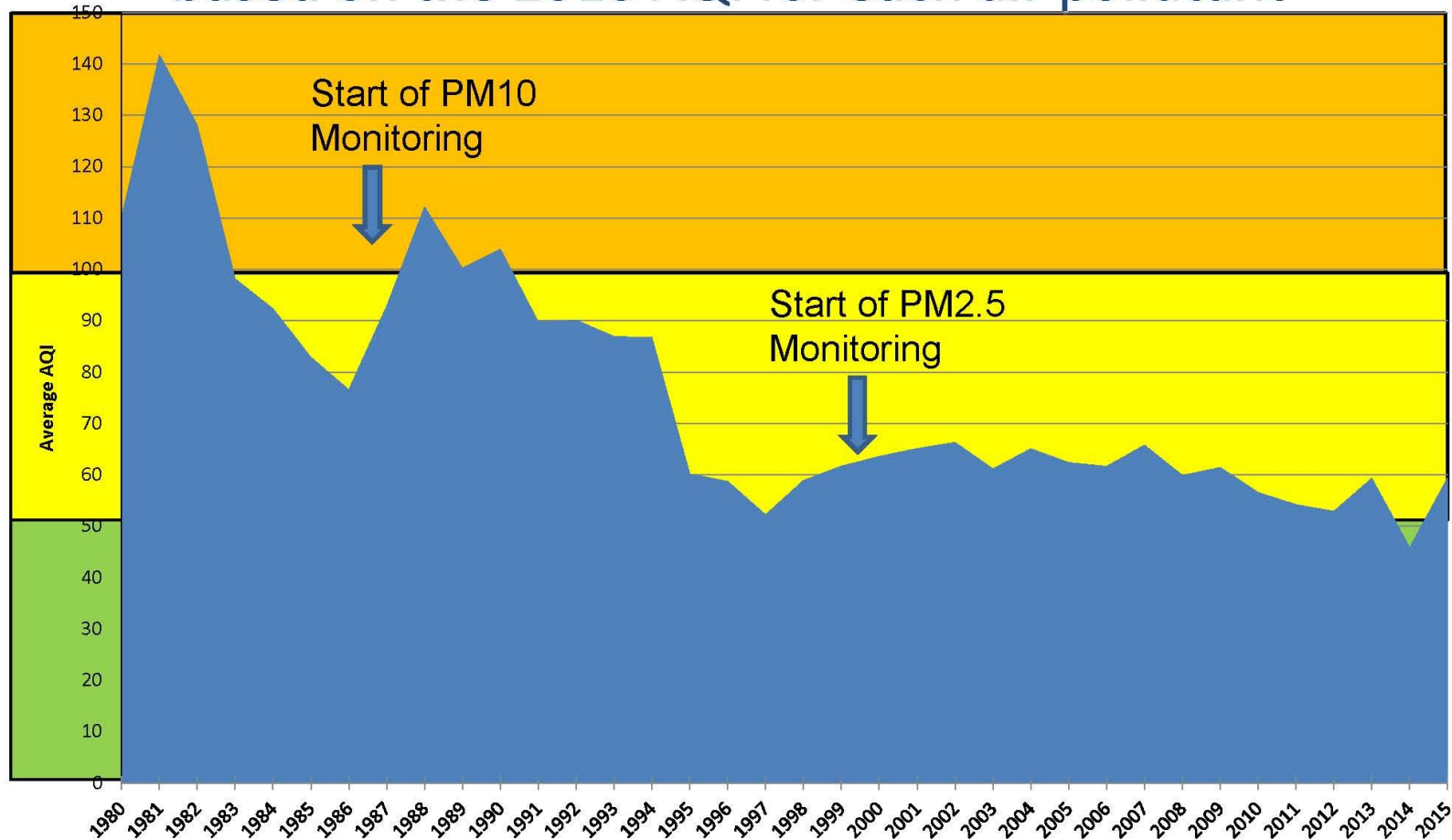
Utah Summary of State Air Emissions Total Tons Emitted



NOX, VOC, SO₂, AND PM 2.5 CONTINUE TO GO DOWN

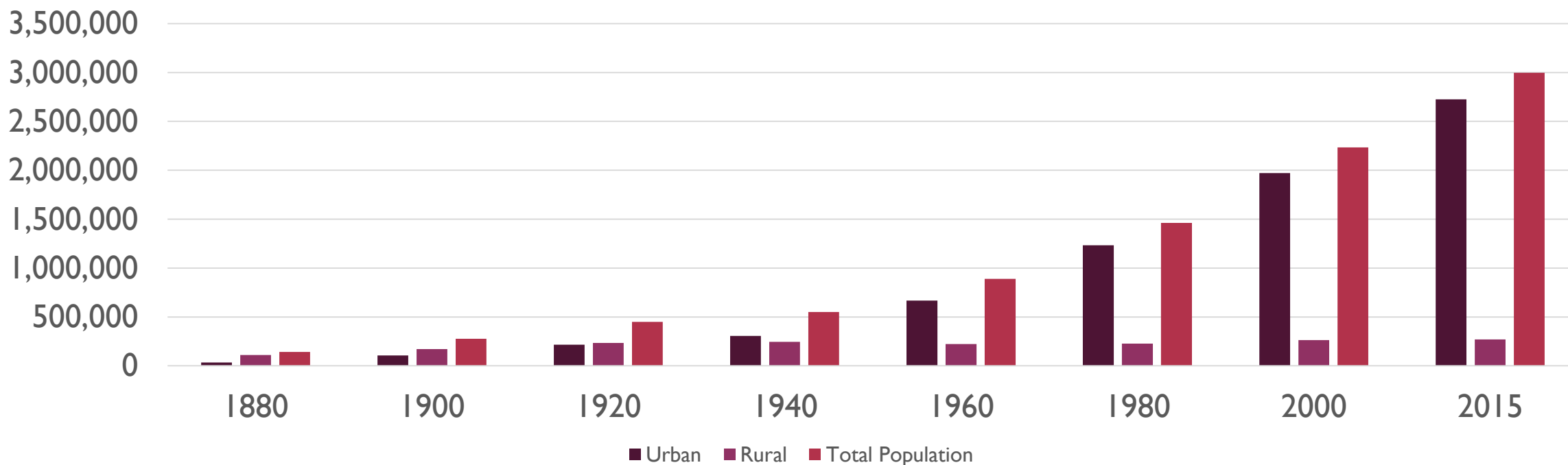
SLC Air Quality Index (AQI) 1980-2015

Annual average of highest daily AQI for any NAAQS
based on the 2016 AQI for each air pollutant



UTAH'S POPULATION OVER THE DECADES

Utah Population 1880-2015



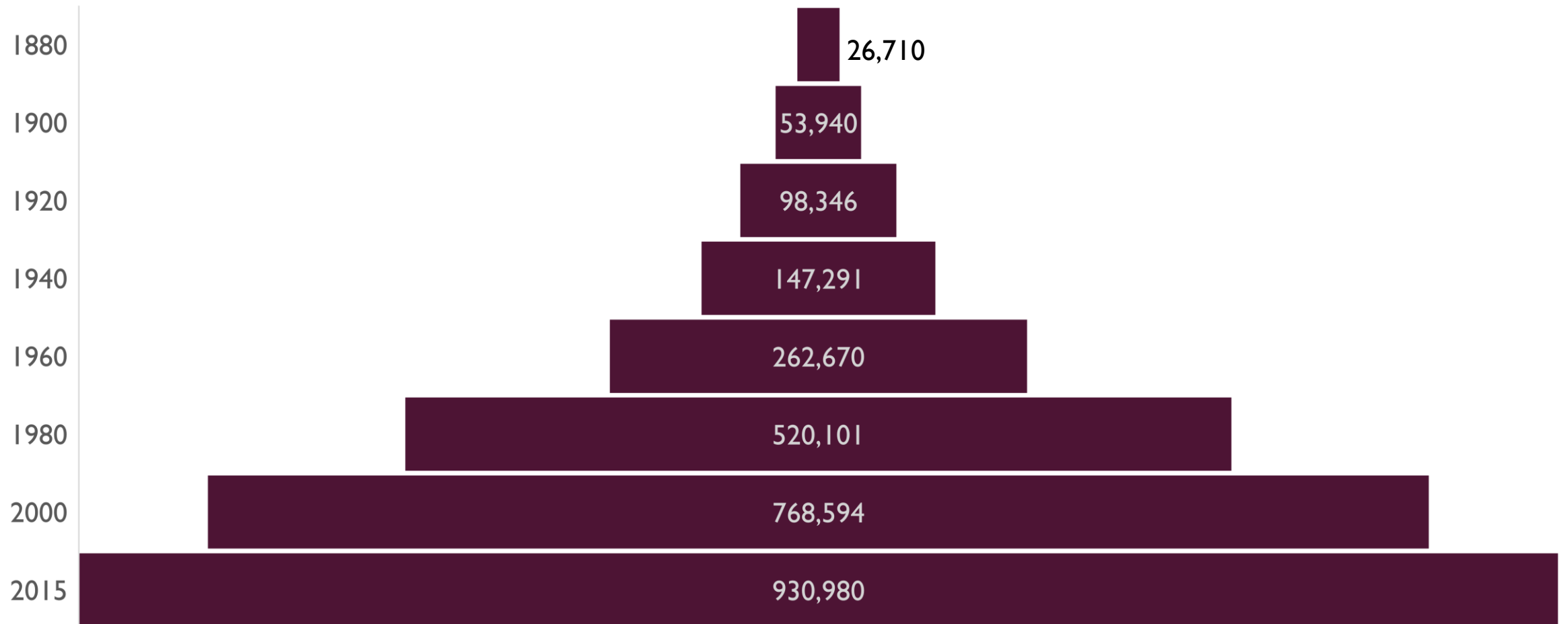
Source: Department of Workforce Services

MAJOR EMPLOYMENT SEGMENTS IN EACH TARGETED YEAR

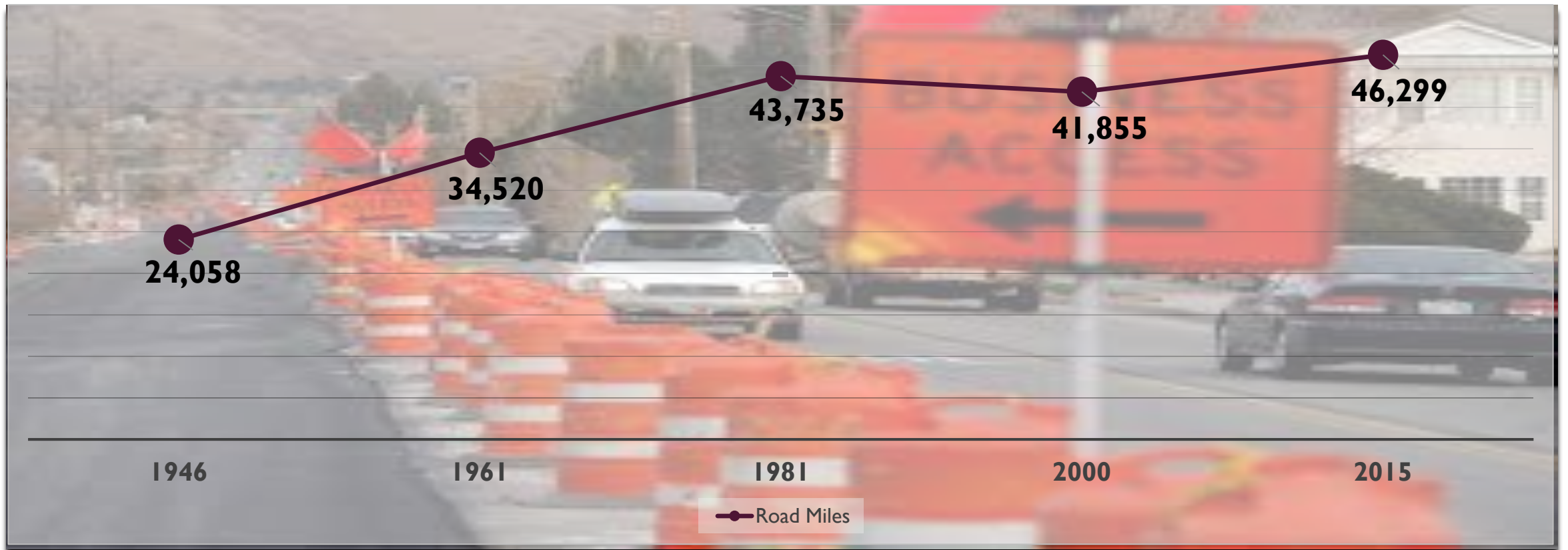
YEAR	TOP THREE PRIMARY EMPLOYMENT SEGMENTS
1880	Agriculture, Professional & Personal Services, Manufacturing & Mining
1900	Professional & Personal Services, Agriculture, Trade & Transportation
1920	Agriculture, Manufacturing, Professional & Personal Services
1940	Trade, Agriculture, Manufacturing
1960	Trade, Manufacturing, Government
1980	Trade, Manufacturing, Education
2000	Trade, Manufacturing, Education
2015	Trade, Professional and Business Administration, Manufacturing

Source: Department of Workforce Services

NUMBER OF DWELLINGS IN EACH TARGETED YEAR



CENTER LINE ROAD MILES

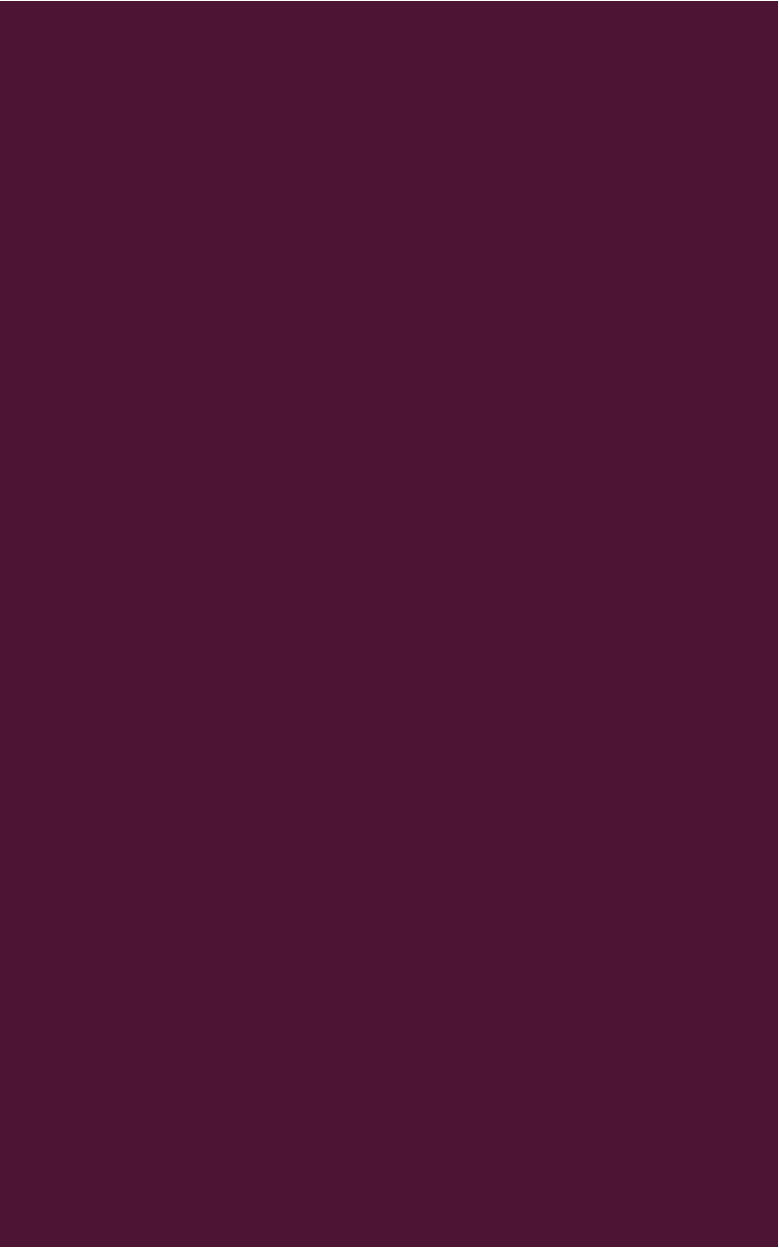


Source: Utah Department of Transportation

YEAR	PUBLIC TRANSIT SYSTEMS AVAILABLE
1891-1947	Interurban Rail Systems
1889-early 1950s	Trolley System
Late 1920s	Bus Systems Began
1970	UTA Authorized and Began Serving 5 Cities in Salt Lake County with 68 Buses
2016	UTA Intermodal Transit System with 652 Buses Serving 7 Counties (80% of Utah Residents)
Today	Utah Transit Authority Fleet Includes Over 1,244 Vehicles for Moving People



Source: Utah Transit Authority




SO, WHY THIS
INTRODUCTION?

A GOOD MYSTERY
SHOULD BE
CONTEMPLATED,
RELISHED, ANALYZED,
AND REVIEWED

- LET IT SINK INTO YOUR MIND.
- LET IT SIMMER AND SEASON.
- INDULGE IT AND PONDER THE OPPORTUNITIES THAT EXIST OR THAT MAY BE CRAFTED IN THE FUTURE.
- LET THIS QUESTION OF WHY WE ARE HERE AND WHAT WE SHALL DO LINGER IN YOUR MIND.
- LET IT RESULT IN ACTION!

IN SUMMARY

- LIFE HAS CHANGED AND IS CONTINUING TO CHANGE.
 - THE DAYS OF MOVING TO SETTLE THE WIDE OPEN FRONTIER ARE PAST.
 - THE AMERICAN DREAM PERSISTS, YET CONTINUES TO MORPH.
 - A SINGLE JOB OR CAREER DURING ONE'S LIFE IS THE RARITY.
 - MULTIPLE JOBS OR CAREERS IS NOW THE NORM AND WILL ONLY INCREASE.
 - WE HAVE CHANGED TOWARD ALTERED MOBILITY, RURAL TO SUBURBAN AND NOW TO MORE URBAN, FROM SHOVEL TO WRENCH TO DESK, AND NOW ONTO LIFE VIA ELECTRONIC STEROIDS.
- 

AND THE ANSWER TO THE QUESTION OF “WHY ARE WE HERE?”

- We love a great mystery, a grand challenge and the opportunity to make a positive difference!
- And we are assembled to do the positive planning, make recommendations, and make a difference.

THEREFORE ...

WE NEED TO DEVELOP, REDEVELOP, CREATE, MODIFY, OR ESTABLISH:

- A multi-modal governance system
- A funding program
- An improved funding allocation plan
- A plan for existing, potential, futuristic, or potential travel modes
- A plan for oversight and boards
- A vision for where we want to be as a state
- A system to enhance the quality of life and economic development
- A complete mobility system plan for 5, 10, 20, and 40 years into the future



**IT'S TIME TO GET MOVING!
WE ONLY HAVE 8 MONTHS TO
ACCOMPLISH OUR OBJECTIVES!**